

THE CLAY CITY TIMES.

\$1.00 a Year in Advance.

We are here to help Clay City, the Surrounding Country and Ourselves.

J. E. Burgher, Publisher.

VOL. XVII.

CLAY CITY, KY., THURSDAY, JANUARY 11, 1912.

NO. 2

Bad Corn and Good Horses.

Ordinarily a horse thrives on a corn diet. That is to say, if the corn is good the horse eats it, enjoys it and flourishes upon it. It is pretty well understood, however, that bad corn is not advisable food for a good horse.

In Daviess and Henderson counties more than 200 horses and mules are reported to have died recently as a result of eating faulty corn. The Owensboro Messenger says this corn which is proving so fatal appears on the surface to be of high class variety, "but on the inside of the kernel there is a little black substance which causes the poisoning." After eating such corn the horse "acts as crazy" and generally dies after three or four hours of intense suffering. There are similar reports from other parts of the State. The disease and its cause appear to be distinctive, and altogether different from the familiar "blind staggers," which is usually attributed to the eating of mouldy, immature or frost-bitten corn.

Most farmers realize that it does not pay to feed bad corn to good horses, but in a situation like the present, where corn is unobjectionable in outward appearance and yet contains the germs that may bring about violent equine death, what is the farmer going to do about it? It may be a rather lame simile to compare an ear of corn to a white sepulchre, but that seems to be about the effect of it—so far as the horse is concerned at least—and as the veterinary surgeons know little more about the disease than the farmers know there is no alternative but preventive treatment. By omitting corn from the stable bill of fare and sticking to bran mashes and shelled oats with hay and fodder on

the side, the horse owner may be able to save his animals. The more serious question arises, however, as to the fitness of this infected corn for human consumption. If the "little black substance" on the inside of the kernel is of sufficient malignancy to drive a horse crazy wouldn't it be a rather dangerous ingredient of lye hominy and corn dodgers?—*Courier-Journal*.

Zero Weather.

The coldest weather of the winter has been with us the past week. Each day except Monday the thermometer has ranged from a few degrees to 20 above zero. Ice is being harvested and is about four inches thick. Cold weather has prevailed all over the country and many deaths from freezing are reported from other states the greatest number of deaths occurring on Sunday which was the coldest day. Texas led all the other states reporting five deaths from freezing Sunday. At Louisville the thermometer registered eight degrees below zero Sunday morning at eight o'clock.

New Council Organizes.

The new city Council met Friday night, the appointed time for meeting, and organized. A. T. Pettit was re-elected Marshal and S. D. Rose was re-elected Clerk, as was Dr. Martin re-elected Treasurer. The Times has nothing but the best wishes for the new board and the city they represent. Our admonition to them is to learn to say the apparently insignificant, yet all important word, "no."

The four banks at Jackson have consolidated under the name of the First National Bank. The new bank will have a capital of \$100,000.00.

Louisville, Ky.,
January fifth, 1912.

Editor Times,
Clay City, Kentucky.

Dear Sir:—

I am pleased to note the comments in the issue of the Times of December 28th, in reference to the Insurance situation in Kentucky and the proposed Bill creating a State Insurance Rating Board.

It is the opinion of this Committee, that this Bill, if enacted into a law will save the citizens of Kentucky One Million Dollars annually in Insurance Premiums and put Kentucky on a par with neighboring States—so far as Insurance rates are concerned.

We will thank you to give this matter as much publicity as possible and use your influence with your Representative and Senator to support the Bill to its final passage. It is the desire of the Committee to secure all interests throughout the State to support the proposed Bill.

I again call your attention to the enclosed Table of Rates on dwelling houses throughout the State from which you will note that some of the rates are 100 per cent. higher than those filed by the same Insurance Companies that are doing business in Missouri as being reasonable. Undoubtedly there are other discriminations as flagrant as the dwelling house rates. I also enclose you a comparison of the average rate per one hundred dollars in Kentucky with over fourteen other States showing that while Kentucky has next to the lowest loss ratio, her average premiums per one hundred dollars of Insurance is the highest.

This Committee has discovered that the Insurance Companies use what is known as the Eighty Basis Table in applying the Dean schedule, throughout the State outside of Louisville, whereas in neighboring States the Sixty per cent. Basis Table is used. The effect of this discrimination is to make the rates in Kentucky 33 1/3 per cent. higher than those charged in other States on similar risks.

Any additional information that I can supply that will be of interest to your readers, I will be pleased to do so.

I beg to remain,
Yours very respectfully,
S. Zorn,
Chairman Lou. Board of Trade.

Buy's Business.

George W. Anderson has bought the blacksmith shop of Joe Stephens on Bank street and has taken possession. Mr. Anderson has also purchased the livery business of Joe Kerns on the same street and will conduct both places.—*Mt. Sterling Gazette*.

The first sale of loose leaf tobacco at public auction at Winchester Tuesday was a complete success. About 300,000 pounds were sold at prices ranging from 4 to 20 cents. A large number of buyers were present, and sellers seemed satisfied at the prices received.

Goods Roads Bills.

Two bills pertaining to good roads in Kentucky, and drawn by Senator J. F. Bosworth, of Mid-dlesboro, and Harry Sommers, of Elizabethtown, were introduced in the Senate Tuesday. One of these bills has to do with road building from the standpoint of the county, providing a way for voting a bonded indebtedness, and creating the office of County Road Engineer. The other bill deals with road building from the standpoint of the State, providing for State aid for counties desiring better highways, and creating the office of State Road Commissioner to act in conjunction with the State Commissioner of Agriculture. It also provides for a tax levy of 5 cents on the \$100 assessed valuation of property, for the purpose of creating a good roads fund. Out of this fund it is proposed to aid counties desiring good roads in proportion to the extent that they aid themselves.

The Supervisors' Work.

The Board of Supervisors have made a wholesale raise of property it seems, though a raise on some has been omitted where it should have been made. We think it proper to raise first the ones who are unquestionably able to stand the raise and then come on down to every property holder in the county who needs a raise. Both rich and poor, we believe, should be treated alike.

It is now almost an assured fact that the railroad recently surveyed from Irvine to Winchester will be built. All other proposed lines have been abandoned by the L. & N.

Big Yield of Corn.

I. V. Hooper, a seventeen-year old boy of Union county, raised 145 bushels of corn on one acre of ground which was rated at 65 cents per bushel and at this rate he made wages for his work and a clear profit of \$60.51 above all expenses. Besides this money young Hooper won a \$50.00 silver cup at the corn show at Lexington last week.

No Powell county boy did so well last year as this but we guess no boys of Powell tried so hard as young Hooper, consequently not so much could be expected. We hope to see the Powell County Boys' Corn Club kept alive and a yield made by some of them that will gain some prominence for the county.

The Times would like to see the boys of Powell county take also to the growing of other crops, such as wheat, rye, clover, cow peas and etc. These crops do not impoverish the land as does corn, they are on the whole about as profitable to grow, and require much less work. We hope to see the boys of the county take up these crops this year and make a success of them as well as to the corn crop.

Dr. I. M. Shirley, a well-known physician of Winchester, who has frequently had calls in Clay City, has been appointed a member of the State Board of Health.

Sam Carr, who has been very sick, is now able to be down to his store. This will be glad news to the many friends of Mr. Carr.

The younger people of Clay City are having many ice skating parties which are enjoyed very much by them.

WALDRON & JOHNSON, Waltersville, Ky.

We carry a full line of General Merchandise and

are selling the goods to our large trade

and they tell us they are

Saving Money.

You can do the same thing. If you are not already one of our many pleased customers, come round some day and give our place a look through and let us price you some of our goods. They will open your eyes to an opportunity.

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over telephone, by messenger or otherwise and if you live in Clay City or near our store we will "deliver the goods"

New Fall Millinery

Just received from the city which combines
the newest styles and lowest prices.

SHOES AT FIRST COST

\$500 worth of Shoes have been marked down to
first cost in order to get room for new goods
coming in. In this sale will also be included a lot of

HATS and CAPS.

Here's your opportunity to save some
money. First come, first served.

SHIMFESSEL'S.

THE TIMES.
PUBLISHED EVERY THURSDAY.
Subscription rates \$1 a year or three years in advance \$2.
J. E. Burgher, Publisher.
Entered as second-class mail matter.
Thursday, - - - Jan. 11, 1912.

CLUB RATES.
For the convenience of our subscribers, we have arranged club rates with the following papers at prices below mentioned:

| | |
|------------------------|--------|
| The Times and | |
| Courier-Journal | \$1.00 |
| Cincinnati Enquirer | 1.10 |
| Louisville Herald | 90 |
| Home and Farm | 75 |
| Irland Farmer | 1.00 |
| American Farmer | 90 |
| Southern Agriculturist | 75 |

Help the man who imagines he can dodge enemies by trying to please everybody! If such an individual ever succeeds pass him over this way that we may have one good look at him. Now we do not infer that one should be going through this world trying to find beams to knock and thump his head against, disputing every man's opinion, fighting and elbowing and crowding all who differ from him. That, again, is another extreme. Other people have their opinions, so have you. Don't fall into the error of supposing they will respect you more for turning your coat every day, to match the color of theirs.

Kentucky, which is forced to pay an average fire insurance policy rate of \$1.31 has a loss ratio of only 43%; Missouri with a loss ratio of 59% or 13% greater loss ratio than Kentucky gets its insurance at an average rate of 36 cents less than Kentucky. New York gets 53 cents less rate than Kentucky, while it also has a greater fire loss. Kentucky is being robbed.

We are depending upon our Representative, B. J. Matthews, and Senator W. F. Welch to support the enactment of a law that will do away with this unjust state of affairs.

The Colonel says he isn't running for the Presidency. Well, he isn't running away from it. And he needn't run away from it, for it's pretty certain it's not going to try to catch him.

The Republican National Convention is to be held in Chicago, the town in which Mr. Taft recently had an attack of blues.

While not a candidate himself, Mr. Roosevelt has not joined very enthusiastically in the boquet-tossing for anybody else.

Some moves of the Legislature we like, but all of those moves calling for more money for the same thing we do not like.

Morally speaking, the person usually alluded to as the man higher up is in reality the one lower down.

"Still tongue for a wise head" is an aphorism of ancient days, say the followers of Roosevelt the I.

Arizona having had a Democratic landslide is hereby annexed to the sure column for 1912.

Trying to Oust Telephone Trust.

The Louisville delegation in the General Assembly is making desperate efforts to get rid of the Cumberland Telephone Company

which is operating in their city under an old charter granted by the Legislature before the new Constitution was adopted, giving towns the right to sell franchises and fix rates. The Cumberland Telephone Company for service in Louisville charges \$8.00 per month while the Home Phone Co. charges but \$4.00. A bill is introduced to revoke the company's charter in that city. The city has spent thousands of dollars lawing the company trying to oust them from the city, but so far has failed.

Few people have any idea what an incentive it is to both teacher and scholar to know that parents and outsiders are taking a lively interest in their work. We believe the "little folks" at school appreciate such interest more perhaps than the larger ones. Still the effect is not lost on any of them, and we hope every parent will take a hint from this and place the public school on their visiting list.

Let us cultivate a public spirit and talk less and work more. Encourage our local authorities in making improvements. Speak up, speak well, talk encouragingly of our town and its bright prospects. It is these many little considerations that makes a town grow. Nature has showered upon us her choicest blessings, and with perfect unity and effort for the good of our common cause, great will be the result.

To tell the Length of Day and Night.
A simple rule by which the length of the day and night at any time of the year be ascertained: It is done by simply doubling the time of the sun's rising, which will give the length of the night, and doubling the time of setting will give the length of the day.

As we go to press the snow is falling fast, thus indicating one of the biggest snows of recent years.

Vaughn's Mill.
Miss Virginia Moore, now residing at Vaughn's Mill, will soon return to Louisville where she has found employment.

Sunday January 14, will be the regular appointment of Bro. Fryman at the Methodist church. You are cordially invited.

Owing to the extreme cold weather the Sunday school has not been in session for some time also, the services at the Christian church

were postponed.
The seven-months-old child of Mrs. Naomi Charles died Saturday morning after a short illness and was buried Sunday evening at the Christian church.

Mr. L. C. Lyle has rented a farm near Mt. Sterling and will move about the 1st of March. Mr. Lyle is one of our best citizens and we regret to see him go.

There will be a gathering of young folks at the home of Mr. J. W. Hize Wednesday evening, many are expected to attend. It is hoped they will have a good time.

Miss Mary McKinney, of Winchester, residing here, is sister of a Mr. D. H. McKinney, who is now in business at this place and is also our present Post Mistress.

There was a large gathering of boys and girls at the home of Mr. W. H. Hize Monday past. An excellent dinner was served and the day was much enjoyed. A similar dinner was served at Mr. G. S. Barker and A. P. Bush a few days previous.

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Planter should test the
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FOR 10 CENTS
we will send postpaid our
FAMOUS COLLECTION
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1 pkg. Prince of Wales
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1 pkg. Fallout Harvest Lettuce
1 pkg. 15 Varieties Choice Flower Seeds
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Write today! Send 10 cents to help pay postage and
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Get with our New and Instructive Garden Guide
GREAT NORTHERN SEED CO.
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Supply Your Kitchen Needs Now
You can't afford to risk health by using old cooking utensils - worn out as a metal which chips off and causes stomach diseases - or rusty, leaky tinware, which spoils flavors and wastes food. Replace the old ware with
"1892" Pure Spun Aluminum Cooking Utensils
one of the many reliable lines we carry. We have just received a new lot. Come in and see these superior goods and get a souvenir free.
You can depend on anything you buy here
HARDWICK & CO

A CLEAN, STRONG, PROGRESSIVE BANK
is an asset of real worth to any community and the opportunity to do business with such a Bank should appeal to a good business man. The Clay City National is seeking your business.
Clay City National Bank.

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HIGHEST MARKET PRICE PAID FOR RAW FURS AND HIDES.
Wool Commission. Write for price list mentioning this ad.
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We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.
We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honorable in all business transactions, and financially able to carry out any

obligations made by his firm. Walding, Kinnan & Marvin, Wholesale Druggists, Toledo, O.
Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonials sent free. Price, 75c. per bottle. Sold by all Druggists.
Take Hall's Family Pills for constipation.

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LONG VAMPS - LONGER WEAR
A SHOE OF QUALITY
CUT OFF VAMPS LOOK AS WELL BUT HOW DO THEY WEAR?
Leather • Leather • EVERYWHERE
Demand the best and the results will be unusual and satisfying...
LOOK FOR THE BELL ON THE SOLE.
Shoe the Whole Family
TO FIT THE FEET AND THE PURSE.

MRS. J. W. Williams
USE MILLS FLOUR
After Christmas When the New Year Arrives
it is the general custom to leave off all bad habits and acquire new and better ones. One of the best to get and an easy one to retain, is the habit of using Pearl flour. You will find it the best you ever used, and thoroughly satisfactory for all purposes, and its use will soon become a custom.
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The Myers Patent Mop Wringer
This Mop Wringer is the only machine ever invented that will wring and clean a mop thoroughly. It not only takes out the dirt and leaves the mop clean, but it wrings it so dry that there is hardly any moisture left in the mop. The floor is never left streaked, as you are always using a clean mop. The machine is very simple to operate and requires no skill, as anybody can use it, men, women or child. It is a labor saver, as one person will do the work quicker and better than three with any other device known. The pail sets on the platform and is not attached to the machine and can be moved at any time. It is always ready for use and there are no parts to get out of order. A trial of our machine will convince you that its work is perfect. We have yet to find a dissatisfied customer.
If your dealer does not handle this Mop Wringer, write direct to us.
MYERS WRINGER CO., Manufacturers, Mohawk, N. Y.

BAD ROADS BURDEN

ONWARD MARCH OF PROGRESS IS
RETARDED BY TERRIBLE
HIGHWAYS.

BIG HANDICAP TO PEOPLE

Costs Much More to Haul Produce
Over Bad Roads Than It Does Over
Good Roads—Effect of Good Roads
on Social Life.

BY HOWARD H. GROSS.

When one makes a study of this great subject and sees in how many ways the march of progress is retarded by miserable highways the country over, and realizes what a burden this handicap places upon the people, it is surprising that the whole population does not rise as one man and demand that the highway conditions shall be improved to the standard required for the twentieth century.

Road advocates have shown for years and years how much more it costs to haul produce over bad roads

than it does over good ones; how with good roads the farmer can market his produce at any time he desires to do so and take advantage of market conditions and get the most for what he has to sell.

Bad roads are a serious handicap to social conditions, and sometimes for weeks at a time dwellers in the farm home are marooned by stretches of impassable roads. They cannot get out to see anybody and nobody can get to see them. The town that is five miles away might as well be twice that. We know that man is a sociable thing—it is part of his nature—he can only grow and develop by meeting his fellow men—touching elbows—and by social and business intercourse.

We know that bad roads have been responsible in a very large degree for driving the young people from the farms to the cities. The census for the last thirty years has shown an ever increasing drift of the best brains and blood of the farm to the city. This is true notwithstanding that there is no better business in the world than farming, if it is done along up-to-date, progressive lines. It renders a surer and larger return than anything else in the world's work, yet the fact remains that the boy is not satisfied with farm life. With good roads, so he could get out whenever he desired to with his best buggy or girl, or perhaps an automobile, country life would take on an entirely different aspect.

The handicap of the bad road is certainly a heavy one and is far-reaching. Education has suffered greatly by reason of it. The country schools are little, if any, better than they were forty years ago. It is an open question whether they are as good. The wages paid the teachers are small. The number of pupils is very limited—sometimes three or four—often not over a dozen or fifteen. There is no school spirit; there is no anything but dreariness and drudgery with little progress toward education. When the boy and girl get old enough to realize this condition and the parents see it, there is nothing to do but send Johnny or Lizzie to the nearby town or city, where the schools are better and where there is an opportunity getting the rudiments of an education, and while Johnny and Lizzie are picking up an education under town conditions they are getting the town microbe along with the education. They form friendships and become part of the social life of the school; they are not willing to go back upon the farm with its dreariness and isolation. No one ought to blame them for this, in fact they are to be commended in many instances. The country lass and youth must have the social life that nature demands. This sociological fact must be reckoned with.

The National Educational commission, made up of eminent educators thoroughly familiar with our conditions, has been studying this subject for a long time, and it says that the solution is only to be found in the consolidated township school, where instead of eight or ten isolated school houses, placed at intervals at the cross-roads throughout the township—bleak, dreary and uninviting—there should be one central graded school at the most convenient central point, and provisions made to take the children to and from the school. Good roads are necessary if this is to be done. The school ought to have at least five acres of ground to serve as a miniature experiment station for the study of agriculture, the cultivation of which will increase interest in agriculture and show that farming requires brains as well as muscle. In such a school the boy and girl would be able to get a high school education and live at home on the farm.

Another handicap to progress and a menace to our whole country, that is very largely traceable to bad roads, is the fact that so many thousands of farms are passing from the hands of owner into the hands of tenants. The weaning of the children from farm carries the patents away when advancing years makes it necessary for them to lay the burdens down. We are building up a peasantry (it sounds hard to call it that) which promises trouble to the future and raises the question whether we are not establishing here in the central west the conditions that have been the curse of Ireland for three hundred years. The result of this condition is that the soil is losing its fertility; the farm is becoming foul; noxious weeds are growing; the landlord squeezes the tenant for all the rent that is in sight and the tenant takes it out of the farm; he cannot afford for the short lease of one or two years to buy fertilizers; he must simply rob the soil for all he can get and turn it over to his successor in worse condition than he found it. He cannot go into stock farming on short land tenures, so he must be what is known as a grain farmer, and this takes the life out of the soil. The greatest economic menace of the world today, bar nothing, is the depletion of soil fertility, and this will go on as tenantry increases.

Thus we see a few of the very many drawbacks that are directly and indirectly due to bad roads, and we may add to the list, as stated by the department of agriculture, that the cost of moving farm products to the market and getting supplies back to the farm over bad highways causes an extra expense of at least \$3.50 per person at its best. This hurrying of product to market swamps the railroad companies and they are unable to move the freight and enables the shrewd dealers in the city to manipulate prices, pushing them up or down, and to reap a rich harvest out of the farmer on the one hand and the consumer on the other. Colossal fortunes have been built up through the grain exchanges. The principal factor that enables them to do this is bad and at times impassable roads.

If good roads advocates will confine their talk and recommendations to the highways that will serve the people, and such highways as the people can afford to build, much greater progress will be made. In some instances good roads can be built with gravel at hand at from \$700 to \$1,000 a mile. Where the gravel must be shipped some distance the cost will be double. When crushed stone is used and must be shipped by train, the expense will be anywhere from \$3,000 to \$5,000 a mile. Even at \$5,000 a mile it would pay well to build good roads upon the highways, if it is done by the state aid plan.

Those who are objecting to the building of good roads advance objections that are found to be fallacious, upon a little consideration. The writer remembers one man who interrupted him during an address, and remarked that in some parts of the country they were building hard roads at a cost of from \$8,000 to \$10,000 a mile, and then said that their township had about 72 miles of highways and proceeded to show that the expense would be at \$8,000 a mile to cover all the highways with this type of road. Upon a little inquiry it was disclosed that the roads in question were brick roads, built upon a concrete foundation—an excellent road to be sure, and such as it may pay to build where the traffic is very heavy and there is a large amount of taxable property to pay the bill—but these are not the roads that it is usually practicable to build. No township needs anything like 72 miles. The facts are that four-fifths of the traffic passes over about one-fourth of the road mileage, and it has been found that when from one-fourth to one-third

of the total mileage of the highways has been thoroughly improved, all communities are well served, and the good roads problem has been solved. A man may have a farm a mile from a good road, but if it is six miles to town, he can manage to get over this first mile, which will be a little used road, to the main highway, and if from there he can have a first class road to town, making up five-sixths of the distance, he will be well taken care of. The fact that he has five miles of good road and one mile of poor will spur him and his neighbors to put in the best possible condition this road of secondary importance. It has always

been found that those opposing the building of good roads overestimate both the cost of the roads and the amount of mileage necessary, and it is apparently done with the studied purpose of trying to convince people that it is impossible to build good roads on account of the expense involved.

It has been demonstrated time without number that well built roads upon the main highways will pay for themselves every five or six years, treated from an economic standpoint alone, to say nothing of the educational and social advantages, and the pleasure and satisfaction of using a good road instead of a poor one.

The good road boomers should keep in mind some certain things that are fundamental.

First, that under our system of government no large amount of good roads can be built unless the farmers are ready to move in the matter, hence the farmer and not the automobile manufacturer or user must be first considered.

Next, that the question of road necessity has the economic, social and educational welfare involved in it.

Next, that good roads the country over need not cost \$5,000 to \$10,000 a mile, but through the central west they can easily be built at costs ranging from \$1,000 to \$5,000 a mile, depending upon local conditions. This price may be sometimes reduced by the use of convict labor in the preparation of material.

The farmer should remember that the building of good roads adds to the cash value of his farm more than twice as much and sometimes five times as much as the tax he will be called upon to pay to help build them. He should also remember that if the roads were uniformly good it would be much easier to get help upon the farm. The farm laborer could provide himself with a bicycle, which can be had a very small cost, and upon rainy days or Sunday he could go out and see his friends instead of being marooned by impassable roads.

The farmer should also remember that over good roads can be hauled two or three times as much produce as over bad roads. Taking average road conditions the year round, it is safe to say that if one were hauling over them every day in the year with the same expenditure of power, at least one-third more could be delivered and possibly twice as much over good roads as over the unimproved highways that are often in good condition, but very often bad and sometimes impassable.

In a magazine article the writer noted the following:

"A prominent southern farmer paid \$400 for a pair of mules. He refused to pay \$300 for a pair of smaller mules because the larger ones could pull 150 pounds more because of their increased size. He refused to vote a bond issue for good roads that would have enabled the smaller mules to pull 1,000 pounds more."

Thus in practice we often save at the spigot and waste at the bung. The need of the hour is to take up the good roads question in a big, broad way with a liberal spirit, and realize that the roads are a permanent asset to the nation, the state and the township, and that if they are well built and properly cared for, they will last for many years, and the expense of building the roads ought to be spread over 20 or 30 years, so as to let those who come after us and share in the benefits, help pay a part of the expense of building them.

Valuable information upon highway construction and good roads generally can be had by applying to the office of public roads, Washington, or to the highway engineer of the respective states.

Let the good roads advocates agree upon some sensible line of procedure and cut out all the fads and impossibilities and bring the proposition down where it belongs, and consider it in the light of local conditions, and advocate such roads as will give the largest return for the money invested.

Foaming Cream.

If the cream in the churn foams up and runs over the churn is too full or the cream is improperly ripened.

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SOLD IN TOWN F2

SUMMARY OF L. & E. TIME TABLE.

| East-Bound. | | Effective May 28, 1911 | West-Bound. | |
|------------------|------------------|------------------------|-----------------|------------------|
| No. 2. Daily. | No. 4. Daily. | Stations. | No. 1. Daily | No. 3. Daily. |
| P. M. | A. M. | | A. M. | P. M. |
| 1:35 | 7:20 | Lexington, | 8:50 | 5:35 |
| 2:17 | 8:03 | Winchester, | 8:05 | 4:50 |
| 2:35 | 8:18 | L. & E. Junction, | 7:51 | 4:37 |
| 2:49 | 8:32 | Indian Fields, | 7:37 | 4:22 |
| 3:05 | 8:50 | CLAY CITY, | 7:19 | 4:05 |
| 3:15 | 9:00 | Stanton, | 7:10 | 3:56 |
| 3:21 | 9:05 | Roslyn. | 7:05 | 3:51 |
| 3:28 | 9:12 | Filson, | 6:59 | 3:45 |
| 3:47 | 9:27 | Campton Junction, | 6:43 | 3:30 |
| 3:52 | 9:32 | Natural Bridge, | 6:40 | 3:25 |
| 4:04 | 9:44 | Torrent, | 6:25 | 3:12 |
| 4:25 | 10:04 | Beattyville Jet, | 6:03 | 2:51 |
| 5:19 | 10:57 | O. & K. Junction, | 5:10 | 1:57 |
| 5:25 | 11:05 | Jackson, | 5:05 | 1:50 |
| | 11:25 | Quicksand, | | 1:25 |

CONNECTIONS.

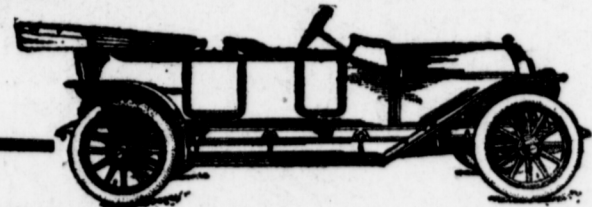
LEXINGTON: Train No. 1 will make connection at Lexington with the L. & N. for Louisville, Ky. No. 3 will make connection with the L. & N. at Lexington for Cincinnati, O.

CAMPTON JUNCTION: Trains Nos. 1, 2, 3 and 4, will make connection with Mountain Central Railway to and from Campton.

BEATTYVILLE JUNCTION: Trains Nos. 1, 2 and 3 will make connection with the L. & A. Railway for Beattyville.

O. & K. JUNCTION: Trains Nos. 2, 3 and 4 will make connection with Ohio & Kentucky Railway for Crane City, Ky. and O. & K. stations.

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